

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH RESERVES IMPORTERS.
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BRUS.
Tailors.

No. 13,653

號九月正年七零百九千一英

HONGKONG, WEDNESDAY, JANUARY 9, 1907.

日五廿月一十年午

PRICE, \$3.00 Per Month

SHERRIES.

PALE FINO:
Cande de Torres Cabrera ... \$12.00.
DINNER SHERRY:
Cande de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MAGEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.
FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, July 10, 1906.

THEATRE ROYAL
CITY HALL.

THE ST. GEORGE'S A.D.C.

(BY SPECIAL ARRANGEMENT WITH
MR. BANDMANN)
will produce a FAROE IN THREE ACTS
Entitled

'ARE YOU A MASON?'

BY
E. FROHMAN AND GEORGE
EDWARDS

FRIDAY, JANUARY 11.
SATURDAY, JANUARY 12,
AND
MONDAY, JANUARY 14.

Doors Open at 8.30 P.M.
Performance at 9 P.M.
Booking at the ROBINSON PIANO CO.
PRICES ... \$3, \$2, \$1.
Soldiers and Sailors in Uniform Half Price
to Pit Stalls and Pit.
Late Trains to the Park after each Performance.
Hongkong, January 2, 1907.

HONGKONG PHILHARMONIC SOCIETY.

CONCERT

FRIDAY, JANUARY 12th, at 9.15 P.M.

MEINELSON'S FIRST CONCERTO FOR
PIANO & ORCHESTRA.

Solo Piano: Mr. DENHAM FULLER.

Elgar's 'The Banner of St. George' for
Chorus and Orchestra.

Tickets \$5 each. Booking Plan at the
ROBINSON PIANO CO., Ltd.

Full Orchestra and Chorus of over
70 PERFORMERS.

Hongkong, January 2, 1907.

MAGISTRACY.

A MEETING OF HIS MAJESTY'S
JUSTICES OF THE PEACE will be
held at the Magistracy, at 2.15 P.M., on
TUESDAY, the 22nd JANUARY, 1907, for
the purpose of considering the following
application under the Liquor Licences Or-
dinance, 1898, viz:—

From one PATRICK ROBERTS for an
adjunct license to sell by retail in-
toxiating liquors on premises num-
bered 50 and 52, Queen's Road West,
under the sign of 'The Western
Horse.'

O. D. MELBOURNE,
Police Magistrate.

Hongkong, January 8, 1907.

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

FIRE AND MARINE INSURANCE COMPANY.
THE UNDERSIGNED AGENTS for the
above Company are prepared to
ACCEPT RISKS at current rates.
LUTHERS, EINSMANN & Co.,
Agents.
Hongkong, January 1, 1907.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-
versation and without translation,
imitating the natural way a child learns its
mother tongue, by a Frenchman.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, January 5, 1907.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,985 tons, Captain J. J. Losdun.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,863 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m.

Canton-Macao Line.

s.s. LONGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Miller.
s.s. NANNING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE
Agents, CHINA NAVIGATION CO., LTD.

THEATRE ROYAL GRAND ORCHESTRAL CONCERT

TO-NIGHT (WEDNESDAY), the 9th JANUARY, at 9 P.M.

BY THE BAND OF

S.M.S. 'FUEHRST BISMARCK'

Under the patronage of His Excellency the Officer Administering the Government,
F. H. MAY, C.M.G.

PLAN now Open at ROBINSON PIANO CO., Ltd.
Doors Open 8.30. Commencing 9 P.M.
Hongkong, January 9, 1907.

NOTICE.

THE INTEREST and RESPONSIBI-
LITY of Mr. R. BERT HUNTER
BRUCE in our Firm ceased on 31st
December, 1906.

We have Admitted Mr. WILLIAM
WILSON and Mr. RICHARD NIKO-
LANS ONLY Partners in our Firm from
this date.

TAIT & Co.
Amoy, January 1, 1907.

BUREAU OF NAVIGATION PHILIPPINE GOVERNMENT MANILA, P.I.

December 10, 1906.
(1) The Bureau of Navigation, Philip-
pine Government, offers for sale at
Engineer Island, Manila, P.I., the follow-
ing property:

(a) The steam launch STARS, a sea-going
launch 35 feet in length over all, beam 14
feet 6 inches, depth moulded 7 feet 6
inches, draft loaded 7 feet; draft light 6
feet, built at Hongkong in 1900. She is
fitted with compound surface-condensing
engine and is in first-class condition, with
good order and all necessary fittings
attached. Has a boiler of Scotch type,
diameter 6 feet 6 inches by 8 feet 8 inches,
in first-class condition, with all necessary
fittings. The hull is sound and strongly
constructed and shows no sign whatever of
deterioration. This launch throughout is
in excellent condition and is ready to be
put into commission at once.

(b) The steam launch JOLO, a sea-going
launch 65 feet in length over all, beam 11
feet 4 inches, depth moulded 6 feet 8
inches, draft 6 feet, built in 1890. Has
compound surface-condensing engine in
good order and a boiler of the Scotch type
in fair condition. All fittings in engine
room are in good condition. This launch
is ready to be put into commission at once.

(c) The steam launch SUBETE, a river
and harbor launch 51 feet, 7 inches in
length all over, beam 11 feet, draft 6 feet,
tonnage 21.71 gross. Has compound non-
condensing engine and Scotch boiler.
Engine and boiler are in a fair condition.
This launch is ready to be put into com-
mission at once.

(2) Sealed bids will be received up to and
including February 15, 1907, and will be
publicly opened at 4 p.m. on that day.
The right is reserved to reject any or all
bids.

(3) These vessels may be inspected at
Engineer Island, Manila, P.I.

(4) Further information will be given if
application therefor is made to the Under-
signed.

FRANK P. HELM,
Director of Navigation.

WANTED.

A TEMPORARY CLERK—Non Chi-
nese—Good at Figures.
Apply to SECRETARY,
DAILY FAIR CO., Ltd.,
Hongkong, January 5, 1907.

WANTED.

A YOUNG SALESWOMAN. Per-
manent position to suitable person.
Apply Post Office Box 135 B,
Hongkong, January 4, 1907.

CHEAP SALE.

SEE LEE & CO.
DEALERS IN
LADIES' WRAPPERS, BLOUSES,
WHITE PETTICOATS AND UNDERWEAR
LACE AND EMBROIDERY,
AND ALL KINDS OF
CLOTH.

No. 68, Wellington Street.
Hongkong, December 27, 1906.

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO

THE MANAGER.

DR T. YAMASAKI
Dental Surgeon
(JAPANESE DIPLOMA)
34, QUEEN'S ROAD CENTRAL
Opposite Post Office.

DR H. ISHIWARA
Dental Surgeon
(JAPANESE DIPLOMA)
244, SHAMSEEN, CANTON.
Fees Very Moderate.
Latest American Methods.

NO CHARGE FOR EXAMINATION.
Hongkong, December 1, 1906.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VEAUX ROAD.

LANE, CRAWFORD & CO.

SOLE AGENTS
FOR

MACKIE'S

WHITE HORSE

WHISKY.

Price: \$13 PER DOZEN.

LANE, CRAWFORD & CO.

Hongkong, December 27, 1906.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS
H. HAYNES, Manager.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NOVELLY FURNISHED.
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).
TYPHOON PICTURE POSTCARDS
NOW ON SALE.

ALSO THE TYPHOON ALBUM, WITH A COMPLETE
SERIES OF OVER 50 SCENES.

Hongkong, November 27, 1906.

TUITION.

MR L. A. DE GRACA has discovered a
New Method which enables him to
teach the MANDOLINE or BANJO in six
months. Also gives Lessons on Violin and
Guitar. Terms moderate. Address 63,
ELGIN STREET.
Hongkong, October 29, 1906.

CLEARANCE SALE

AT CHEAPEST PRICES.
SILVER WARE, IVORY, JAPANESE
TEA SETS, LACQUERED WARES,
CHINESE PORCELAIN, AND
CHINESE SILK HANDKERCHIEFS,
etc., etc., etc.

KANG LEE & Co.
No. 4, Queen's Road Central,
Opposite CONNAUGHT HOTEL.
Hongkong, December 17, 1906.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905,
£17,537,119.
Authorized Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £2,687,500 0 0
Fire Funds £3,388,720 19 8
Life & Annuity Funds £9,702,898 8 5

Revenue Fire Branch... £2,081,044 19 8
Life & Annuity [Branches]... 1,713,908 19 10

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

1537. SHEWAN, TOMES & CO.,
Agents.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.

SPECIAL LINES
IN

SMART TAILOR-MADE COSTUMES

VERY EXCEPTIONAL VALUE.

ARTISTIC FURS AND FEATHER BOAS
AT MODERATE PRICES.

NEW MILLINERY

Flowers, Feathers, Gloves, Laces, etc.
EVERYTHING OF THE NEWEST DESCRIPTION.

A PLEASANT SUNDAY EVENING.

THE CALCUTTA STRING BAND

Plays Every Sunday Evening from 4 p.m.
AT THE

BELLE VIEW HOTEL

(LATE METROPOLE HOTEL) SHAUKIWAN ROAD.
THE RURAL RETREAT OF HONGKONG.

A pleasant drive along the Sea Front, either by Tram or Rickshaw.

BEST OF WINES, BOWLING, BILLIARDS,
AND OTHER FACILITIES.

Hongkong, January 3, 1907.

THE VICTORIA DISPENSARY

(Opposite the Clock Tower).

Family and Dispensing Chemists.

Importers of Wines and Spirits.

AERATED WATER MANUFACTURERS.

N.B.—Prices have been considerably reduced on account
of high exchange.

PRICE LISTS ON APPLICATION.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS.

Hongkong, March 2, 1906.

W. BREWER & CO.

FEDDER STREET
(ADJOINING MAIN ENTRANCE HONGKONG HOTEL).

Dicken's Works, Rochester edition, Illustrated—each Volume ... \$1.50

Pickwick ... 2 Vols. Old Curiosity Shop ... 2 Vols.
Black House ... 2 Vols. Nicholas Nickleby ... 2 Vols.
Barnaby Rudge ... 2 Vols. Oliver Twist

The Sports Woman's Library, illus-
trated, 2 Vols. ... \$7.50
The Letters of Charles Dickens,
King's Classical and Foreign Quotations 3.75
Secretarial Work and Practice, also
Company Law, by Nixon, &c. ... 3.50
Burke's Family Records ... 7.50
Ordered to China, by W.J. Chamberlain 1.75
Christopher Tadpole, Illustrated by
The Iliad of Homer, Translated,
2 Volumes ... 5.00
The Complete Modern Farmer ... 5.00

ASK FOR KUPPER'S PILSENER BEER

and see that you get it.

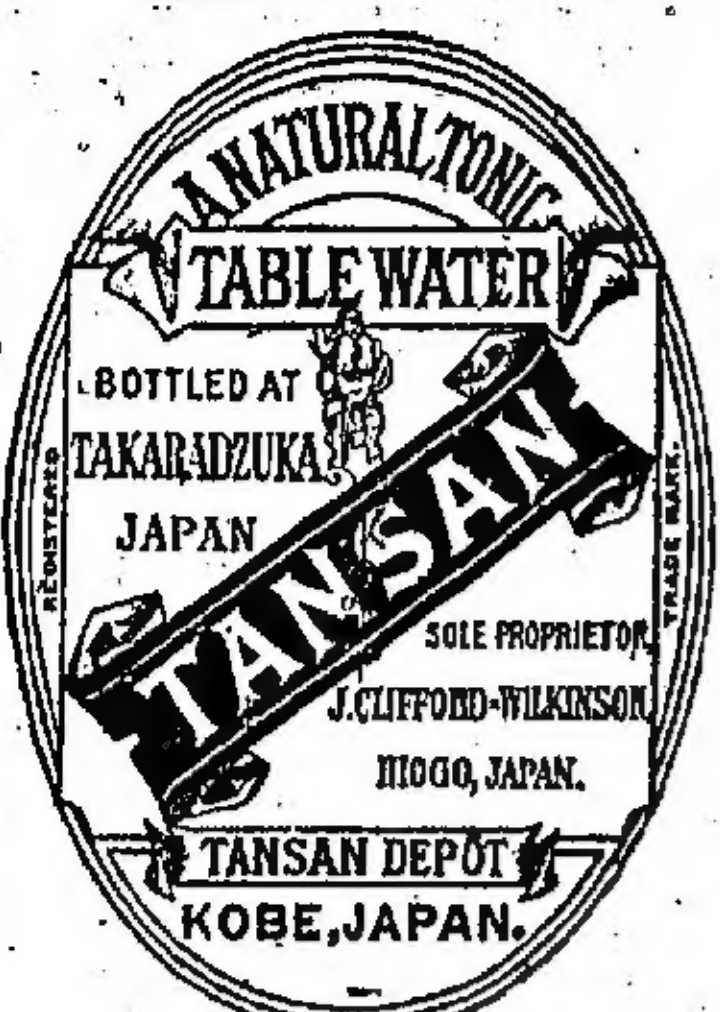
LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS:
Caldbeck, Macgregor & Co.,
15, QUEEN'S ROAD CENTRAL.

[The page contains faint, illegible markings and a large dark smudge on the left side.]

THE ORIGINAL

BOTTLED BY THE
CLIFFORD-WILKINSONTansan Mineral Water
Co., Ltd.,
KobeTHE FAVOURITE MINERAL
WATER.

Per Case of 48 Pints \$2.50
Per Dozen Pints \$1.70
Per Case of 100 Spills \$2.50
Per Dozen Spills \$1.75

GINGER ALE

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLEGINGER ALE
IN THE WORLD.

PER CASE 48 PINTS \$7.75
PER DOZEN PINTS 1.95
PER CASE 50 SPILLS 5.25
PER DOZEN SPILLS 1.30

SAMPLES ON APPLICATION

5% DISCOUNT ALLOWED
UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD CENTRAL.

POWELL'S

FOR

FASHIONABLE

DRESSMAKING

and

UP-TO-DATE

MILLINERY

Moderate Charges.

Wm. POWELL, Ltd.,

ALEXANDRA.

BUILDINGS.

AGENTS FOR THE CHINA MAIL.
LONDON: F. ALGAR, 11 & 12, Clement's
Lane, Lombard Street, E.C. CLARKE,
SON & PLATT, 85 Gracechurch St.,
E.C. STANLEY & CO., Ltd., 20, Corn-
hill, GORDON & GUNN, 15 St. Bride
St., E.C. BLAKE, FRY & CO., 21,
Cannon Street, E.C. WILKS, Ltd., 151
Cannon Street, E.C. ROBERT WATSON,
150, Fleet Street, O. MITCHELL &
CO., Shoe Hill, Holborn Viaduct, E.C.
D. J. KEYSER & CO., 1, Whitefriars
St., E.C. HARRIS & CROWTHER,
10, 11, 12 New Bridge St., E.C.
MILNER & CO., 22, Glasshouse St.,
Regent St., W.

PARIS AND EUROPE: MAYERSON,
FAYET & CO., 18 Rue de la Grange
Bastille, Paris. The Rev. Dr. HART,
D.C.L., 18 Rue Vienne, Paris.

NEW YORK: THE CHINESE TRADING
OFFICE, 52, West 23rd Street.SAN FRANCISCO and American Ports
generally: BEAN & BLAKE, San Fran-
cisco.AUSTRALIA, TASMANIA, AND NEW
ZEALAND: GORDON & GUNN, Mel-
bourne and Sydney.CHILEAN: W. M. SMITH & CO., THE
APOTHECARIES CO., Valparaiso.

The SAVOY,

LIMITED.

HABERDASHERS.

CANTON

EMBROIDERIES.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,

HONGKONG.

CHS. J.

GAUPP & Co.

WATCHMAKERS,
JEWELLERS and
OPTICIANS,

Alexandra Buildings, Chater Rd.

HAVE JUST RECEIVED A SPLENDID
SELECTION OFHIGH CLASS
ENGLISH JEWELLERYIN DIAMONDS,
EMERALDS, RUBIES, AND
SAPPHIRES.GOLD & SILVER WARE,
HIGH GRADE ENGLISH & SWISS
GOLD & SILVER WATCHES.CLOCKS & OPTICAL GOODS
suitable for
CHRISTMAS and WEDDING
PRESENTS.All goods marked at present RATE of
EXCHANGE; old stock reduced in price
accordingly.
Hongkong, December 5, 1906. 2342THE WELDON HOUSE,
LIMITED.ARE SHOWING
LADIES' JAPANESE EMBROIDER-
ED MORNING GOWNS AND
JACKETS, HATS (Paris Model) of the
latest Fashion, also XMAS GOODS
including TOM SMITH'S CRACKERS,
TOYS, &c., &c.Every Convenience in the
DRESSMAKING DEPARTMENT.
HATS remodelled and made to Order.
INSPECTION CORDIALLY INVITED.10, D'AGUIAR STREET,
HONGKONG.

Hongkong, November 21, 1906. 2061

DON'T FORGET

TO ORDER THE

"OVERLAND"

CHINA MAIL

BEFORE GOING HOME.

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL

UNDER CONNAUGHT HOUSE HOTEL.

The only Saloons where
European Artists
are employed.ELECTRIC FACE
and
SCALP MASSAGE.

Large and Assorted Consignment of

FRENCH PERFUMERY

from the undermentioned well-known
Houses: -
PIRAUD, HOUBIGANT, PIVER,
J. GIRAUD FILS, &c.Fancy Combs, Razors, Scissors
and Manicure Sets specially
manufactured.

Hongkong, December 21, 1906. 451

A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe
have been especially selected
and procured from the cele-
brated Firm ofMESSRS C. G. SANDEMAN
SONS & CO.

London, Oporto and Xeres.

PORTS.

Per Case.
DOURO \$15.00
OLD TAWNY 18.00
INVALID 18.00
ESTRELLA 24.00
FIVE DIAMOND 27.00
VERY OLD TAWNY 42.00
OLDEST & FINEST 50.00

SHERRIES.

Per Case.
LIGHT DRY \$13.00
SOLERA 18.00
VERY PALE DRY 18.00
FULL GOLDEN 21.00
PALE DRY NUTTY 24.00
FINE OLD BROWN 36.00

A. S. WATSON & CO.,
LIMITED,

AGENTS.

ALEXANDRA
BUILDINGS.

Hongkong, 3rd January, 1907.

DEATH.

GULLAND.—December 8, suddenly, at
30, Brunswick Terrace, Hove, Brighton,
in his 68th year. William Gulland, Gulland,
of Singapore, eldest son of the late
James Gulland, Tenant of Newton of
Wemyss.

MEMOS. FOR TO-MORROW.

Auction.
2.30 p.m.—Auction of Japanese Curio,
&c., at Togo's Curio Store, Prince East.
Miscellaneous.
Goods per Benary undelivered after this
date subject to rent.
Goods per Prince Heinrich undelivered
after this date subject to rent.

General Memoranda.

FRIDAY, JANUARY 11.—
9 a.m.—Performance at City Hall.
Goods per Japan undelivered after 4
p.m. this date will be landed.SATURDAY, JANUARY 12.—
2.30 p.m.—Auction of Silver & Ivory
Ware, at No. 4, Queen's Road Central.SUNDAY, JANUARY 13.—
Goods per Java not cleared at 4 p.m.
on this date subject to rent.MONDAY, JANUARY 14.—
6.30 p.m.—Meeting of Eothen Mark
Lodge.
Goods per Casper undelivered after this
date at Noon will be subject to rent
and landing charges.WEDNESDAY, JANUARY 16.—
11 a.m.—Auction of Wines and Spirits,
at Messrs Hughes & Hough's Sales
Rooms.FRIDAY, JANUARY 18.—
9.15 p.m.—Hongkong Philharmonic So-
ciety's Concert at City Hall.TUESDAY, JANUARY 22.—
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at Magistrate's.WEDNESDAY, JANUARY 23.—
3 p.m.—Auction of Surveying Vessel
Humber, on Board.
Transfer Books of China Provident Loan
and Mortgage Co., Ltd., close from this
date to 28th January inclusive.

The China Mail.

HONGKONG, WEDNESDAY, JANUARY 9, 1907.

THE NEW HEBRIDES.

THOUGH the immediate question of the
New Hebrides, in regard to which we
publish a lengthy cablegram to-day, is
of no direct interest to residents yet to
those who are British subjects it is of
importance in that it indicates a weak
point in our Imperial system. It has
long been the boast of Britishers that
the great communities which rule them-
selves under the British flag want no
other tie with the Home-land than the
common ideals which hurry her, and
them, along the road of progress be-
neath the clear rays of the sun of liberty.
This is all very beautiful and to some
extent it is true. But that it is not alto-
gether true has been demonstrated on
several occasions of late years. The
Colonies enjoy a very large amount of
self-government but when their interests
and the interests of the Empire clash it
is invariably the former that are sacri-
ficed. And, as this is what the Colonies
object to in particular, they often have
reason for supposing that their interests
have been sacrificed for a shadow. This
leads to a feeling which casts an undue
strain upon the bonds of affection which
are supposed to be unbreakable. It is
only ordinary common sense to prevent
too many experiments being made on
the assumption there is no breaking
point. We trust, rather we believe,
that the Britisher in the self-govern-
ing Colonies over-ages in as loyal to the
Throne as his brother in Great Britain.
But we believe that he has equal pride
and an equal determination to uphold
his rights. He refuses to believe that
a Minister for the Colonies can have
any better idea of what is good for him
than his own statesman, knowing as he
does that the portfolio of the Colonies
is often given as a reward for political
fitness rather than because of marked
fitness for the position. Even the per-
manent Colonial office officials, he
ventures to think, cannot know more
about his business than he knows him-
self. This is where the Imperial view
and the Colonial view come in conflict.
The difficulty should not be insuperable.
All that is wanted is that matters
affecting the Colonies should not be
determined without their wishes being
consulted. It should not be beyond
the wit of Imperial and Colonial states-
men to devise some plan whereby ques-
tions of Imperial import could be
submitted to a advisory body composed
of representatives of the Imperial
Parliament, preferably not solely of the
Government and representatives of
each of the Colonies which rejoice in

self-government. The advantages that
would accrue from the formation of
such a Grand Council of the Empire are
too obvious to particularise. That the
Australian Commonwealth and the Go-
vernment of New Zealand resent the
New Hebrides Agreement because it is
in the interests of the Empire is simply
unthinkable. Their dissatisfaction is
due to the fact that an Agreement,
which touches them more nearly than
any other portions of the Empire, has
been concluded without due regard
having been paid to their protests.
The existence of a Grand Council of the
Empire would render such causes of
irritation inoperative. Every matter
which concerned any individual Colony
would be threshed out in the presence
of representatives of that Colony and
we have sufficient trust in the loyalty of
the Colonies to believe that, where it
was clear that Imperial necessities de-
manded a sacrifice, that sacrifice would
willingly be made for the common weal.
Attempts have already been made to
create a Grand Council but hitherto
they have been unsuccessful. Probably
this has been so because the initiative
has invariably been taken by the party
in power in Great Britain and the Op-
position has not been represented.
What is wanted is a non-partisan move-
ment which will lead to the establish-
ment of a body as unconcerned in
parochial politics as is the Privy Council.
Unless such a body is brought into
existence the danger of a disruption of
the Empire will always be with us.

THE BUILDINGS ORDINANCE.

THERE is a great deal to commend itself
to the disinterested reader in the letter
which Mr. Lau Chu-Pak sent to the
Sanitary Board and which was the sub-
ject of discussion yesterday. His
suggestion was, in effect, that certain
provisions of the Buildings Ordinance
should be suspended until the report of the
Commission led to some
alteration. In support of this proposal
he contended that the letter and the
spirit of the sections of the Ordinance
complained of were in conflict. It was
desired by the framers of the Ordinance
that a free current of air should be
constantly kept circulating round and
in the houses. Mr. Lau Chu-Pak held
that this was secured as much by having
a lane at the back of the house as by
the existence of a yard. It would ap-
pear that this, which certainly seems
the common-sense point of view, was
adopted for some time but that recently
the Board had been insisting upon
landlords cutting their kitchens in half
in order to conform with the letter of
the law. Taking everything into con-
sideration we cannot help agreeing with
Mr. Lau Chu-Pak when he stigmatised
this condition of affairs as "absurdity."
It is noticeable that no attempt was
made by the official members of the
board to dispute the accuracy of Mr.
Lau Chu-Pak's statements nor the reason-
ableness of his conclusions. This
matter was conveniently side-tracked
without its merits being gone into.
We have persistently maintained that
every other consideration must be made
subservient to the health of the Colony.
But it by no means necessarily follows
that we have lost sight of the fact that
established interests must be dealt with
in a common-sense manner and that
where two methods of achieving a de-
sired end are open that the one which
means least disturbance and hardship
should be adopted. With regret we
write it but similar officials do not appear
to be held by the officials who have been
entrusted with the care of the health of
the Colony. Theirs not to reason
why" seems to be their motto and en-
trenched behind an Ordinance they
seem to consider themselves impregnable.
We have a profound respect for the law
but we know that no Ordinance is
absolutely free from flaw. Every
Ordinance that is passed, however care-
fully it has been considered, sooner or
later requires amendment. It has been
frequently remarked elsewhere that
every Act of Parliament requires ten

Amending Acts to make its meaning
clear and there is some foundation for
the statement. We hope that the
officials will make up their minds to
carry out the intention of the Ordinance
and not consider themselves bound by
any hard and fast reading of any isolat-
ed provision. If they do this a vast
amount of unnecessary irritation will
be obviated and the health of the Colony
will be none the worse.

Residents will be glad to learn that
the Duke of Connaught's Statue has
again been rescued from the debris by
which it has for some years been more
or less completely surrounded. The
Statue, as was fitting in view of the
Duke of Connaught's forthcoming visit,
has been shifted from its old location
near the New Law Courts to a piece of
vacant ground between the old Praya
Reclamation Office and the Clerk of
Works' Office where it will be seen to
much better advantage than formerly.
This piece of ground has now been
cleared of the bricks and other commodi-
ties that were stored on it and when
the statue is in position and the open
space properly cleared up this spot will
be a very desirable addition to the city's
open spaces.

Just at the present moment the
Post Office Authorities are being wor-
ried by people who imagine the change
in the rate of postage proposed some
time ago is now in force. In fact—
as we pointed out the other day—it
does not commence to operate until
October next. Then double the
amount that is at present being carried
for four cents can be sent for the same
stampage. When referring to the
matter we urged the introduction of a
universal stamp. We are now inform-
ed that something of the kind is being
done. Instead of a stamp a coupon is
being issued which can be exchanged
for a stamp in any country. This
gives a little more trouble than a
stamp would give for the simple reason
that the recipient will have to go to
the post office when he receives one in
order to procure its equivalent in the
stamp of his country. Why a stamp
pure and simple could not be arranged
for seems incomprehensible.

LOCAL AND COAST NEWS.

We have received, for review, from
Messrs Powell and Co., of Singapore,
a copy of a pamphlet entitled "William
Geoffrey's Profit." The book shows that
\$350 per month is not a princely salary in
Singapore when living expenses are taken
into consideration, and demonstrates very
clearly the advantages to young men coming
East of having a rich uncle at Home to
borrow from in times of need. First the
writer commenced to live beyond his
means and borrowed £75 to buy a turn
out, which led to the further expense of
compensating damaged relations coolies.
Encouraged by this success he floated a
further loan of £1000 which, however,
he put to the more useful purpose of
purchasing real estate. The venture
was successful and Mr. Geoffrey profited
exceedingly from it; as, we imagine, many
residents of Hongkong would be able to do
on a loan of \$10,000 or so without interest
or security being asked for. Truly a rich
uncle is a very desirable possession even if
he does not live in Fiji.

On December 28 H. M. S. "Olo"
left Singapore for Bangkok, where she is to
await the arrival of His Excellency Admiral
Moore, who sailed the following afternoon
in the flagship "King Alfred." Both were
due back at Singapore on January 7.

Band at King Edward Hotel.

By kind permission of Lt. Col. Price,
D. S. O., and Messrs the Band of the 1st
Duke of Connaught's Own Baluchis will
play the following Programme of music,
at the above Hotel, during dinner, on
Thursday, the 10th Jan. 1907 (weather
permitting):—"En Route," "Rosenstam
March," "Hungarian," "Kaiser Balar
Vals," "Flotilla," "Kismet
Rem. of the Plantation," "Chambers
Intermezzo," "Anona," "Grey
Song," "Queen of the Earth," "Pineapple
Selection," "The Bohemian Girl," "Ballet
Cake Walk," "The Brooklyn," "Thurston
god save the king."

The Japan Year Book.

We have received a copy of the Japan
Year Book for 1906. The issue is rather
late but this is explained by the compilers
by the expansion of the volume far beyond
their expectations. In truth the book has
grown remarkably. The number of pages
has been doubled and a number of new
features of great interest have been added.
It is difficult to select for particular notice
any of the new features but the chapter on
the Arts and Crafts of Japan is deserving
of all praise. The general information is
given in the most convenient form for
reference and is brought well up-to-date.
The Japan Year Book should have a most
successful future before it.

AN UNJAUNDED EYE
ON GERMANY.

(CONTINUED.)

There is certainly not much church
going at any time in north Germany and the
churches are comparatively few; moreover
such attendance as there is is chiefly
female; the Lutheran services are chilly
and grim. But whether the family has
been to church in the morning or no, why
should it not enjoy air, music and beer in
the evening? Even from our point of
view, happiness in a future life—such
happiness being popularly imagined to
consist largely in music and praise—is an
ideal end of religion? Why not have a
foretaste of it in this world?

Water is, as a rule, not so trust-
worthy in Germany as in England,
and it is indeed well for the race
that the decoctions of tannin which with
us now replace the former wholesome
Chinese teas are practically unknown in
the fatherland. The cheap and light beer
of Munich, Pilsen, and the other well
known brewing centres, come from places
where the water ingredient is unexception-
able, so that even from a hygienic point of
view there is much to be said for the claims
of light beer as against those of tea and
water. To sum up "Sunday drinking at a
concert" in Germany resolves itself after
all into something much better than our
own listless idling.

Amongst the German travelling arrange-
ments is that of the *Rundreise* or "circuit
tour," which extend over Scandinavia,
Germany, Austria, Belgium, the Nether-
lands, and Italy, and can be taken at any large
town in those countries, or even in London
or any great British city: a fixed rule is
that they must end where they begin and
cannot be varied. Roughly speaking you
save one third of the ordinary fares, and
having made up your mind from and to
what places you intend to go—either round,
zig-zag, there and back, steamer and train,
or what not—you travel first or second
class by any train without any trouble or
formality: the only disagreeable part of this
system from an English standpoint is that
the usual allowance of 56 lbs of free baggage
allowed under the ordinary tickets to first
and second class passengers indiscriminately
is not made. In other words you must pay
for every pound of luggage placed in the van,
which means about half a crown for every
half hundred-weight carried over a hundred
miles of course, with reductions in propo-
tion for lesser weights and distances. In
practice this does not work out so
disagreeably as would at first sight be
supposed, for in Austria and in Italy no
free baggage is ever allowed, and in any
case charge or no charge, all luggage in the
van has in every country to be registered
at least ten minutes before a start and
must be claimed at the journey's end, by
exhibition of the *schien*, or receipt; besides
practically no limit is placed upon the
amount of hand baggage you may carry with
you in the carriage, though it is not
supposed to exceed 56 pounds and must
not seriously inconvenience other passengers.
The happy-go-lucky British way of entreat-
ing porters to label boxes for the van at
the last moment and then personally
rescuing one's belongings from the
mess without the exhibition of written
evidence at the other end, would never
do on the Continent, where so many
travellers are international, where so many
languages are spoken, and where what
we call smartness and promptitude are
apt to be viewed as risky proceedings;
at the same time by handing the *schien* to
the hotel keeper, he can get the luggage at
any moment so that no weary waiting is
really necessary.

It used to be said that none but Engli-
shmen and madmen went first-class in
Germany; and even now, with the excep-
tion of the long distance International
trains and the *trains de luxe*, the number
of first class travellers is very small. Yet
for those who can afford the extra cost first
class travel is decidedly desirable. Occa-
sionally the only difference between first
and second is that in the former only two
passengers are allowed on one seat, or in
one coupe; but in any case the chances of
privacy are infinitely greater. The resur-
gent and dining wagon arrangements are
as good as can be expected; certainly
quite up to the British average. A decade
or so ago, Germany had rather a poor
reputation for "tips" but now, both as
concerns railways and hotels, there seems
to be a much more moderate expectation
than with us; and it is the exception rather
than the rule to find the highly objection-
able item of "service" charged in the bill
besides the tips. With us railway porters
are the employees of the company, and
have no legal claim to payment; on the
Continent the porters have fixed charges,
and seem to form a staff apart from the
railway subordinates proper, although no
doubt under a certain amount of railway
control.

A singular feature of modern Germany
is the comparative scarceness of newspaper
literature and the difficulty in obtaining
postage stamps. There are only half a
dozen or so of local post offices in every
large town, and the numerous street
offices so common in every English town
are conspicuously absent. In Hanover
when we asked a passer-by where to buy a
stamp he said plainly that they were not
supposed to be sold at all except at the
six head and sub-offices, and that the
common practice was to buy one or two as
required at a restaurant, beer house, hotel,
or shop, where other purchases were being
made. "Special Editions" of "Extras,"
etc. are almost unknown. Kiosks are rare
and newspaper boys nil, and one has often
to walk a hundred yards or more even in
a great city before one can purchase a
newspaper. On the whole, the telegraphic
news is still decidedly later, less plentiful,
and less varied than in English papers.
Here Great Britain is distinctly ahead of
Germany.

(To be Continued.)

NEW

In Reply to Australia.

The New Composition.

Horrors at Lodz.

100

The image is a high-contrast, black and white photograph. The upper portion is filled with a dense, grainy texture of light and dark specks, resembling a wall of small objects or a highly textured surface. A solid, dark horizontal band runs across the bottom third of the frame, creating a sharp contrast with the textured area above.

The image is a high-contrast, black and white photograph. The upper portion is filled with a dense, granular texture, resembling a wall of small, light-colored particles or a large number of small, light-colored objects. The lower portion is a solid, dark horizontal band, possibly a shadow or a different material. The overall effect is one of a stark, textured surface.

A high-contrast, black and white image showing a dense, textured surface, possibly a wall or a large piece of paper, with a dark, irregular shape at the bottom. The texture is grainy and noisy, with many small, dark specks and lines scattered across the light background. The dark shape at the bottom is irregular and appears to be a shadow or a piece of tape.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

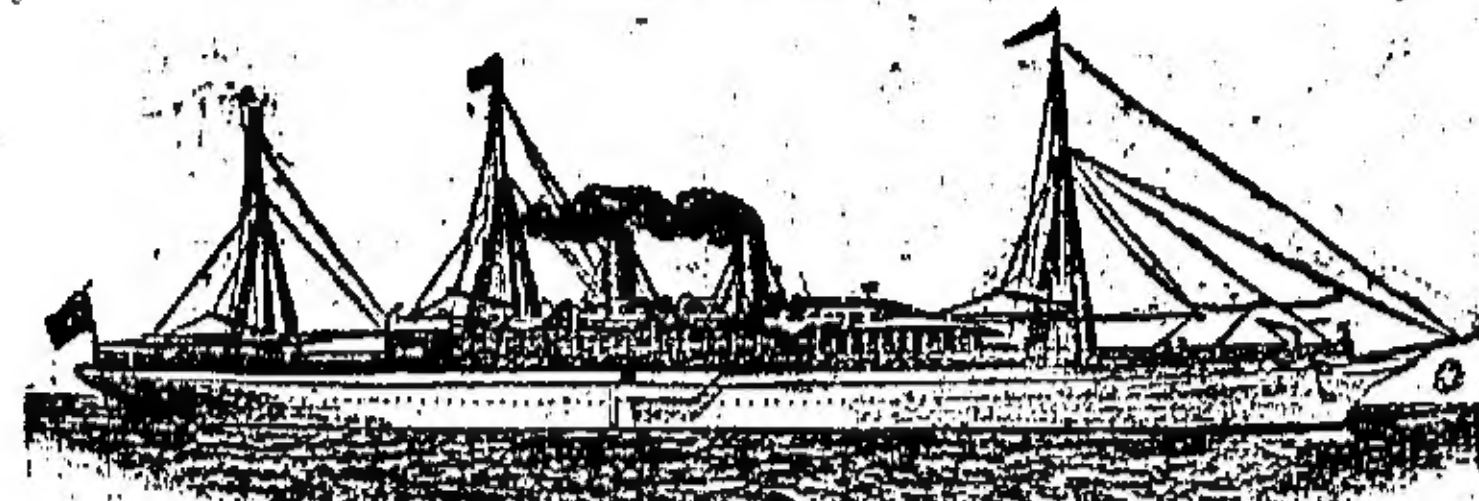
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ARCADIA	About 10th	Freight and Passengers
LONDON, via SUEZ	SIMLA	Jan. 12th	See Special
LONDON and ANTWERP	NUBIA	Jan. 12th	Freight and Passengers
SHANGHAI and JAPAN	NYANZA	About 20th	Freight and Passengers

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that maintains a Regular Schedule of 11 Days across the Pacific in the 'EMPERESS' LINE. SAVING 5 to 10 DAYS OCEAN TRAVEL.

PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF CHINA	6000 Tons	Thursday, Jan. 17
MONTAGUE	6100 Tons	Wednesday, Jan. 23
EMPERESS OF INDIA	6000 Tons	Thursday, Feb. 14
ATHENIAN	5800 Tons	Wednesday, Feb. 20
EMPERESS OF JAPAN	6000 Tons	Thursday, Mar. 14
TARTAR	4425 Tons	Wednesday, Mar. 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

S.M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blaise Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. M.J. Currow, Tons 6000	WEDNESDAY, 23rd Jan., at Daylight.
VICTORIA, B.C. AND SEA R.T.E. WASH. via SHANGHAI, MOUL, KOBE & YOKOHAMA.	IYO MARU, Capt. W. Thompson, Tons 6000	TUESDAY, 22nd Jan., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURS, DAY ISLAND, COOK, VILLAS AND BRISBANE.	YAWATA MARU, Capt. H. Harrison, Tons 4000	FRIDAY, Jan. 25, at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. E.W. Haswell, Tons 5500	THURSDAY, 24th Jan., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	OZEYON MARU, Capt. Pyno, Tons 5000	WEDNESDAY, 10th Jan., at Noon.
KOBE AND YOKOHAMA.	SADO MARU, Capt. Geo. Anderson, Tons 6200	SATURDAY, 12th Jan., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA'	Captain C. F. Austin	On TUESDAY, 19th FEBRUARY, 1907.
'DAKOTA'	Captain E. FRANK	On SATURDAY, 30th MARCH, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

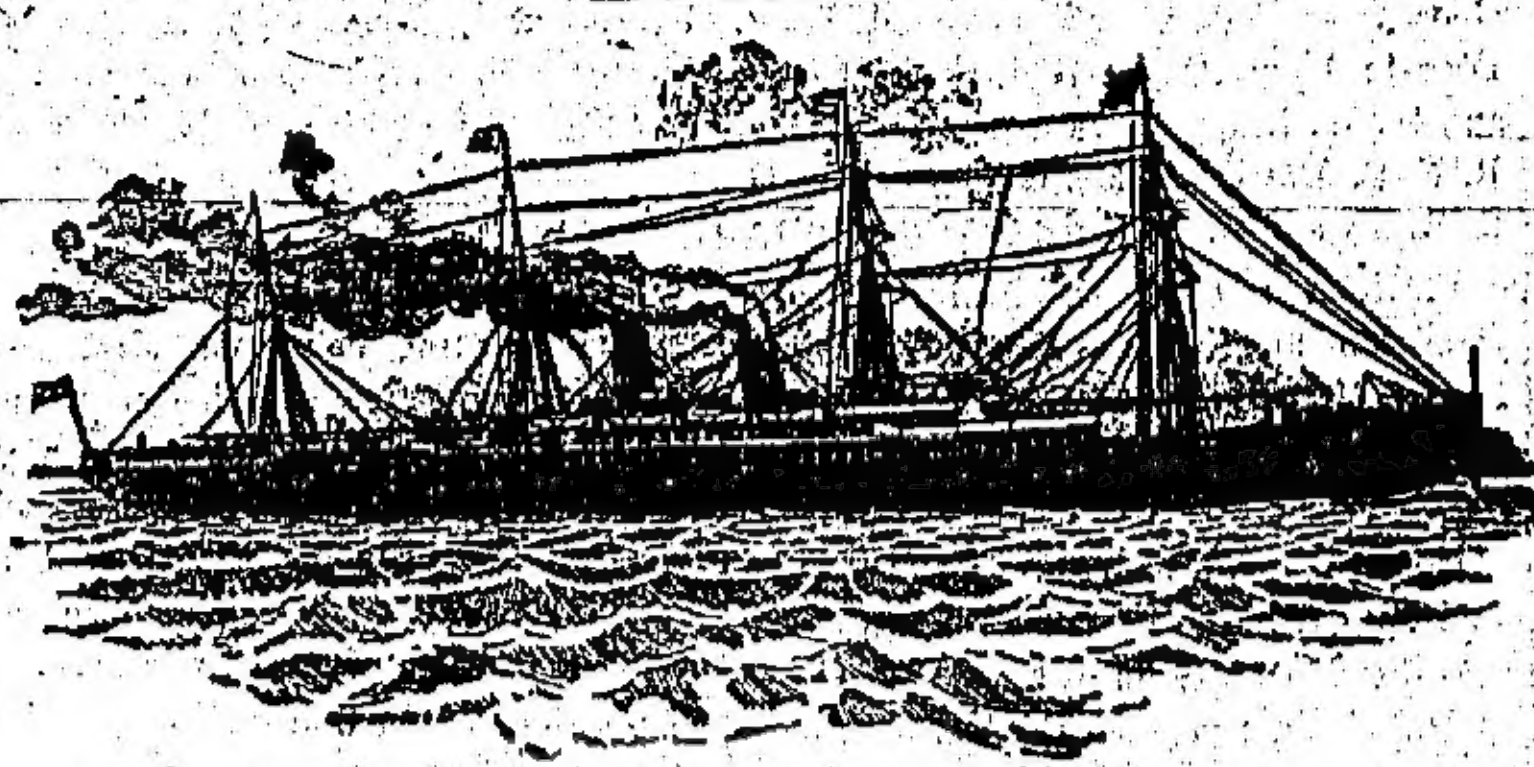
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA, U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, ONAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	DATE	TIME
* SIBERIA	18,000 Gross Tons	TUESDAY, 16th Jan., at Noon.
* CHINA	10,200	TUESDAY, 22nd Jan., at Noon.
* MONTEAGUE	11,000	TUESDAY, 29th Jan., at Noon.
* SIBERIA	18,000	TUESDAY, 5th Feb., at Noon.
* DORIO	8,500	FRIDAY, at Noon.
* COPTIC	9,000	SATURDAY, at Noon.
* HONGKONG MARU	11,000	TUESDAY, at Noon.
* KOREA	18,000	FRIDAY, at Noon.
* AMERICA MARU	11,000	TUESDAY, at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco...S.S. KOREA, 18,000 tons. September 16-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu...S.S. SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours.
San Francisco to Yokohama...S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906; 15 days, 13 hours, 10 minutes.
Yokohama to San Francisco...S.S. SIBERIA, 18,000 tons, Oct. 13th to 28th, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, ONAHU, SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 16th January, 1907, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via MOUL, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAINS	TO SAIL ON
NUMANTIA	4570	FELDMANN	January 14, at 4 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	KUANGSIANG	Jan. 11 at 4 p.m.
AMOI, CEBU & LOILOI	SUNGLANG	Jan. 12, at Noon.
TSINGTAO & CHEFOO	NINGPO	Jan. 14, at 4 p.m.
SHANGHAI	WUO	Jan. 15, at 4 p.m.
MANILA	TAKING	Jan. 16, at 4 p.m.
SHANGHAI	SEAHOUSING	Jan. 17, at 4 p.m.
YOKOHAMA AND KOBE	TATYAN	Jan. 19, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COORVEN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINOTU	Jan. 21, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED CARGO FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, midships, Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila	Saturday, Jan. 12, at Noon.
ZAFIRO	2540	R. Rodger	Manila	Saturday, Jan. 19, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST) TO SAIL.

For Freight and further information, apply to SHEWAN TOMES & CO., General Agents.

Shipping.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1907.
SEYDLITZ	WEDNESDAY, 16th Jan.
PRINZ HEINRICH	WEDNESDAY, 30th Jan.
GRISNAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 13th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ METEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain Dzwilz, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 14th January, Cargo and Sports will be received on Board until 5 p.m. on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG:	1st CLASS	2nd CLASS	Sub-Class
To Naples, Genoa and Gibraltar	\$21.0.0	\$15.0.0	\$22.0.0
RETURN	\$21.0.0	\$15.0.0	\$22.0.0
To Southampton, London, Bremen and Hamburg	\$25.0.0	\$18.0.0	\$24.0.0
RETURN	\$25.0.0	\$18.0.0	\$24.0.0

* To New York, via Suez, Via Naples, Genoa or Gibraltar 64.0.0. 44.0.0. 28.0.0. RETURN 115.0.0. 79.0.0. 47.0.0.

* To Bremen or Southampton 68.0.0. 46.0.0. 27.0.0. RETURN 123.0.0. 85.0.0. 49.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar, and travelling by other means to Southampton or London, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPU, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
MANILA	1700 tons...FRIDAY, 1st Feb., 1907.
PRINZ WILHELM	3237 tons...THURSDAY, 28th Feb.,
PRINZ SIGISMUND	3302 tons...THURSDAY, 28th Mar.,

ON FRIDAY, the 1st day of February, at Noon, the STEAMER MANILA, Captain Minckwitz, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Liqueur can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To	1st Class	2nd Class	3rd Class
To MANILA	\$20.00	\$15.00	\$10.00
To NEW GUINEA	\$28.00	\$21.00	\$14.00
To BRISBANE	\$29.00	\$22.00	\$15.00
To SYDNEY	\$30.00	\$23.00	\$16.00
To MELBOURNE	\$34.00	\$24.00	\$18.00
To YOKOHAMA	\$38.00	\$28.00	\$20.00
To KOBE	\$40.00	\$30.00	\$22.00
To YOKOHAMA & back from KOBE to HONGKONG	\$130.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe via Australia and Colombo by Imperial Mail Steamer... \$27.0.0.

To Europe via Australia and America... \$35.0.0.

(From Australia to New York via Vancouver by the O. P. R. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, OBERHAUSEN, WEDNESDAY, Jan. 16.

Do Do...PREUSSEN...WEDNESDAY, Jan. 30.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. S. Co. O. & O. S. S. Co. T. K. E. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:-

To	1st Class
To London via Plymouth or Southampton	\$82.0.0.
To Bremen	\$83.10.0.
To Paris via Cherbourg	\$85.0.0.
To Naples, Genoa, via Gibraltar	\$90.0.0.

Passage money payable in local currency at current sight Bank Rate of Exchange on the day of payment.

Norddeutscher Lloyd.

For further Particulars, apply to MELOCHERS & CO., Agents.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Wharves Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price...Fifty Cents.

To be had at the 'China Mail Office' 5, Wyndham Street.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

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Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAICHING, Captain A. E. HODGINS, will be despatched for the above Port on THURSDAY, the 10th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, January 8, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIMUN, Captain A. J. ROSSON, will be despatched for the above Ports on FRIDAY, the 11th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, January 8, 1907.

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WEATHER REPORT.

The following notice is issued by Mr. Hogg of the Hongkong Observatory:—
On the 9th at 11.55 a.m. The barometer has risen over China and Japan.
A high pressure area lies over the continent to the North of the Yangtze, and pressure remains low to the Southeast of the Philippines Archipelago.
Gradients are rather steep in the South, and hard monsoon may be expected in the Formosa Channel and the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1. Hongkong and Neighbourhood: N. wind, freshening, due.
2. Formosa Channel: N.E. winds, strong to a gale.
3. South coast of China between Hongkong and Lamook: Same as No. 1.
4. South coast of China between Hongkong and Hainan: Same as No. 1.

To-day's Advertisements

WANTED IMMEDIATELY.

A CLERK who can write well and has good knowledge of accounts. Apply with testimonials to: **GENERAL MANAGER, VANGUARD OIL COMPANY, King's Buildings, Hongkong, January 9, 1907.**

WANTED TO BUY.

COPIES of No. 8 of the NEW WEEKLY; covers not necessary; copies must be clean. 4 cents will be paid for acceptable copies. Send to: **CHINA MAIL Office, Hongkong, November 29, 1906.**

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

SATURDAY,

this 12th January, 1907, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Le House Street, —
A LARGE QUANTITY OF WINES AND SPIRITS.
Terms:—As usual.
HUGHES & HUGHES, Auctioneers.
Hongkong, January 9, 1907.

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

WEDNESDAY AND SATURDAY,

the 16th and 19th January, 1907, respectively, commencing each day at 2.30 p.m., at No. 4, QUEEN'S ROAD CENTRAL, —
A LARGE ASSORTMENT OF SILVER AND IVORY WARE.
Catalogues will be issued.
Terms:—As usual.
HUGHES & HUGHES, Auctioneers.
Hongkong, January 9, 1907.

THE HONGKONG FROZEN FOOD SUPPLY.

New Stocks

AUSTRALIAN

BEEF,

MUTTON,

LAMB.

Hongkong, January 9, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees risk and expense. Cargo remaining on board after 4 p.m. of the 11th inst., 1907, will be landed at Consignees risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.
Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; and cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.
No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, January 9, 1907.

EXCHANGE.

HONGKONG, January 9, 1907.	
On London	2/3 1/2
On demand	2/3 1/2
On New York	2/3 1/2
On demand	2/3 1/2
On Bombay	2/3 1/2
On demand	2/3 1/2
On Calcutta	2/3 1/2
On demand	2/3 1/2
On Singapore	2/3 1/2
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On Manila	2/3 1/2
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